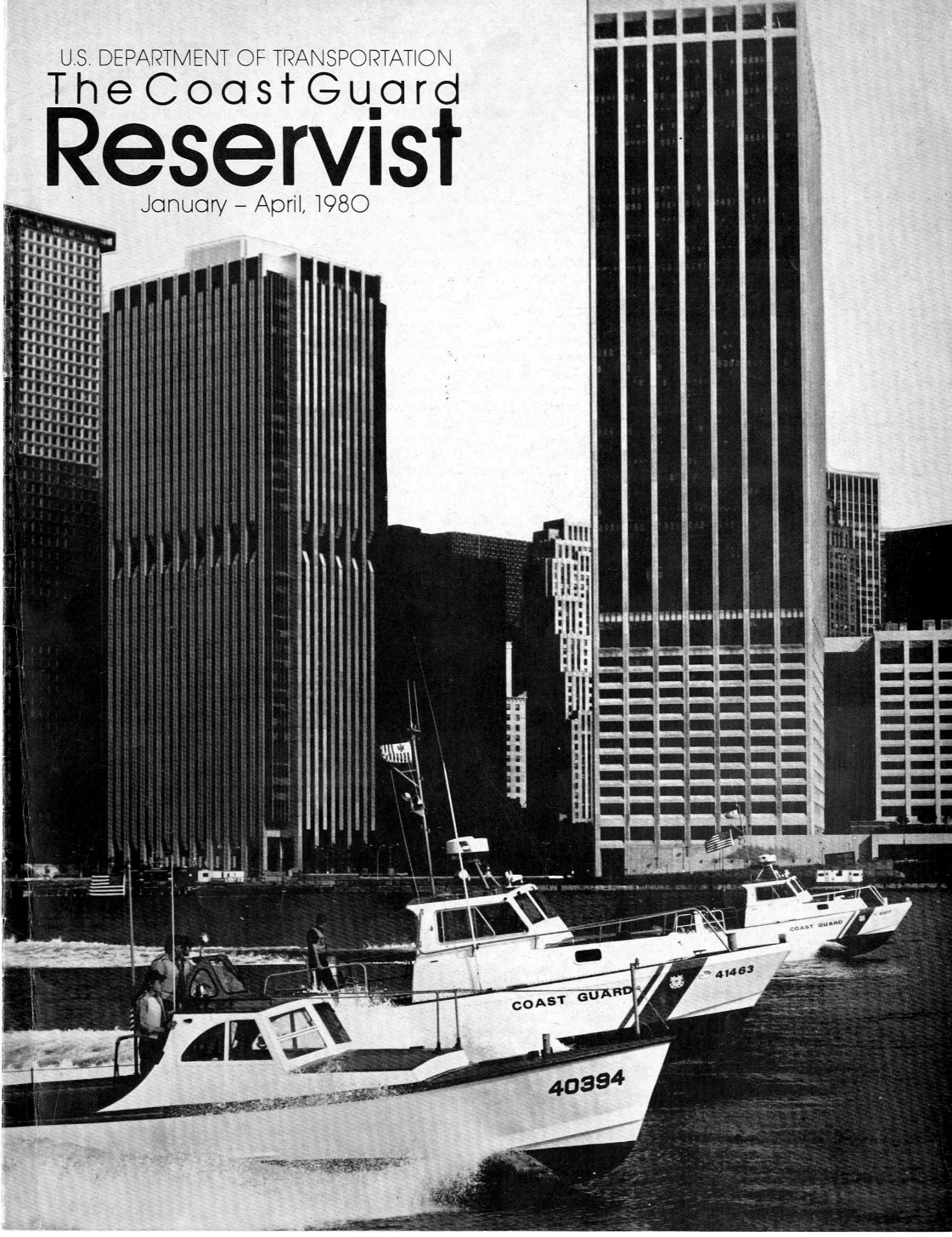


U.S. DEPARTMENT OF TRANSPORTATION
The Coast Guard
Reservist

January - April, 1980



UNCLAS

Dear Readers,

No, we are not combining two issues into one. (Note this issue's cover dates). We are simply bringing the issue date of the Reservist in line with modern magazine practice; i.e., the month you receive the magazine will include that month plus the next month in the publication date, rather than the two previous months.

Prior to this change, the issue released in January was always called the November-December issue, causing many of you to think we were late getting the Reservist out. From now on, the January release will be called the January-February issue, which I think you'll find more pleasing to the brain.



BMI Aldridge Lees of RU Ocean City has been cited by the Officer in Charge of Station Ocean City for his performance of duty while serving as coxswain of CG 44350. On 4 October, the 75-foot, 97-ton, fishing vessel DECCO II grounded on South Shoal while attempting to enter Ocean City Inlet. BMI Lees and his crew, including PS2 D. J. Sutherland of RU Ocean City, responded quickly. Despite severe sea conditions and the size of DECCO II, the reservists freed the vessel and escorted her to safe moorings.

Attention all units! Navy Times is seeking your newsletters. Please address them to:

Paul Pasquarella
C/O Navy Times
475 School St. SW
Washington, D.C. 20024

By the way - is the Reservist on your mailing list? We'd like to hear from you!

Reserve Training Vessel RELIANCE seized a bale of marijuana and recovered the crew of the scuttled 48-foot sailing vessel RANA on 5 December. The crew of the RANA, which had abandoned her, was transported to authorities in San Juan, P.R. The RANA was carrying an estimated ten tons of marijuana.

EM1 William Grant of RU Elizabeth City has received a letter of appreciation from Station Ocracoke for his performance while on active duty at that unit. EM1 Grant was called to active duty on short notice after a fire caused extensive damage to the Station building. Displaying exceptional skill and working many long hours, EM1 Grant was instrumental in keeping the station operational despite the damage.

Cover Photo

A brand new 41-foot patrol boat, destined for Station South Portland, Maine, is escorted up New York's East River by a boat from Coast Guard Station New York (background) and a restored 40-foot boat (foreground). The 40-footer is owned by Kenneth Sutherland, a 1st Class Damage Controlman in Coast Guard Reserve Captain of the Port New York Unit 4. His two crewmembers, who also helped him restore the boat, are sons Ken Jr. and Robert. Ken completed Coast Guard boot camp in August and is assigned to the same unit as his father. Robert is planning to enter the Coast Guard Reserve next summer. (Photo by PA3 Jim McGranachan, USCGR).

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1/54)
Washington, D.C. 20593

phone 202-426-235C (FTS 426-2350)

CG-288

Admiral's corner

This past summer, a study group, headed by CAPT Martin Baskin, was assembled at Headquarters to examine and recommend changes to the Inactive Duty Officer Promotion System. One of the driving forces behind this effort has been to get IAD officer promotions in step with their active duty running mates. Currently, IAD officers are considered for promotion to commander approximately two years after their running mates are considered.

Another problem area brought to the attention of the study group concerned the fact that the selection of inactive duty officers for promotion to lieutenant commander is based, in some instances, almost solely on their record of performance while on extended active duty many years before. A number of these officers have not actively participated in the Reserve program since their release from active duty. What makes this issue problematical is that our in-grade strength requirements for lieutenant commander have never been reached - which means their opportunity for selection is very high - and such officers are considered on a "best qualified" basis. Consequently, some officers who are "best qualified", but not necessarily "fully qualified", are being promoted to fill lieutenant commander vacancies. The usefulness of this practice to the Reserve program, and the Coast Guard in time of mobilization, is questionable.

The results of the study are significant and, while I can only touch the surface here, I can alert you to be on the lookout for the official directives implementing those study group recommendations approved by the Commandant.

The most significant of those actions approved are:

- 1) The two-year groups of lieutenant commanders whose active duty running mates have already been considered for promotion to commander will be amortized or spread out over the next four selection boards to be convened in 1980 - 1983. In other words, six years worth of Reserve lieutenant commanders will be considered over the next four years. The objective is to have the active duty and inactive duty zones in concert with one another by the time the 1984 Promotion Board is held. This action started with the lieutenant commander to commander selection board which convened on 28 January 1980.

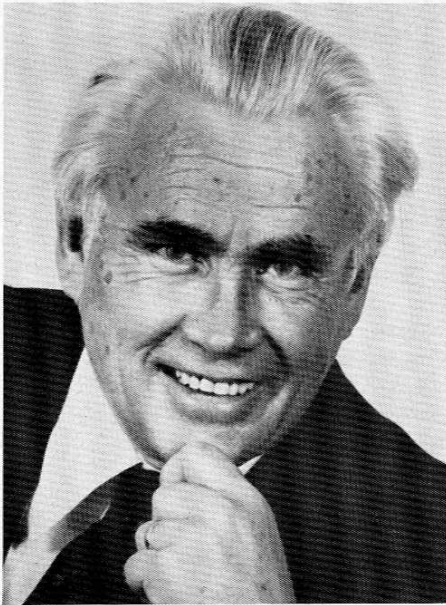
- 2) Commencing with promotion year 1982, the minimum number of points required to receive consideration for promotion will be raised from 15 to 27. 14 USC 785 provides for the establishment of minimum standards and permits the setting of any number of points up to 50 as the minimum requirement to be eligible for consideration for promotion. Currently, each member of the Ready Reserve gets 15 points for just being a member. Therefore, commencing in 1982, some level of participation over and above just being a member will be required to be eligible for consideration for promotion to lieutenant commander, commander, and captain.

I am enthusiastic about these and other changes. I see them as a positive influence on the professionalism, credibility, and image of the Coast Guard Reserve Officers Corps.

J. B. Baskin

brief comments

Ice Brothers novel out



Sloan Wilson

His name is Paul Schuman and he's the fair-haired butterbar executive officer aboard the Coast Guard trawler ARLUK during the Greenland Patrol of World War II. War is as new to him as

his khaki uniform.

The war, in fact, is new to the United States. Japanese bombers had leveled Pearl Harbor only weeks before. And now as the nation churns in hasty preparation for war, there is an almost tangible excitement pervading the air.

Paul Schuman is a part of that excitement. He is young and patriotic and full of fear. His story, the story of the Coast Guard and the Greenland Patrol, is found in the just-released novel, *Ice Brothers*, by Sloan Wilson.

Ice Brothers is a fictional novel based partly on fact. Wilson served aboard three cutters during WWII, eventually becoming the CO of the trawler NOLAK on the Greenland Patrol.

Wilson brings to *Ice Brothers* the realism and hindsight that comes from having been there. The author of *The Man in the Gray Flannel Suit* and numerous other works, this is his first book on the Greenland Patrol.

Maternity uniform adopted

The Coast Guard has adapted the Air Force's maternity uniform for Service use. The basic uniform consists of a tunic and skirt or slacks which are made of 100% polyester serge year-round fabric. The winter uniform (Service Dress) consists of the long sleeve light blue shirt, ascot, tunic and skirt or slacks. The summer uniform (Tropical) is the short sleeve light blue shirt with open collar, tunic, and skirt or slacks. Ribbon(s), nametag and collar devices shall be worn in the same manner as

prescribed in Coast Guard Uniform Regulations (CG-471) for other uniforms. Officer personnel will wear collar insignia in lieu of shoulder boards.

The Army/Air Force Exchange Service (AAFES) carries this uniform at various exchanges around the country. This uniform may also be special ordered from any AAFES exchange. Officer personnel must pay for their own uniforms. Enlisted personnel are entitled to Special Clothing Allowance of \$46.25

Wanted:

ADT course evaluations

The Reserve Training Division (G-RT) is currently reviewing, updating, and revising the Reserve Active Duty for Training (ADT) courses. We have a good start on the evaluation process, but we need your help.

A major portion of the evaluation process is based on surveys and questionnaires completed by ADT course graduates. Some of these questionnaires have already been sent to the field, including the following courses:

- a) Yeoman Basic and Advanced
- b) Electrician's Mate task list
- c) Small Boat Operations
- d) Small Unit SAR
- e) Reserve Officer Basic Indoc-trination
- f) Reserve Unit Administration
- g) Storekeeper Basic and Advanced

If you have attended one of these courses in the past, but have not received a questionnaire, send your name, home address, and course title to:

Commandant (G-RT)
U.S. Coast Guard Headquarters
Washington, D.C. 20593
Attn: LT Williams/ENS Branch

These questionnaires will allow you to make recommendations you think might improve the training course. They also contain all the tasks that are presently being taught and ask you to evaluate the importance of each.

The questionnaire will not take much of your time and will prove invaluable in upgrading the training of the Coast Guard Reserve.



Do you know what this is?

This obsolete Coast Guard rating badge consists of a scimitar and crossed lightning bolts. For a hint, see last month's issue on the history of the Coast Guard Reserve.

I.D. card changes announced

New instructions affecting issue and renewal of dependent identification cards and spelling out changes in ID cards for retired and Reserve personnel have been issued by the Department of Defense.

Among the principal effects of the new guidelines is the requirement for more frequent renewal of dependents' ID cards, changes in the ID card application process and a "new look" for cards issued to retirees and reservists.

Old retiree and reservist cards will continue to be valid until they expire or must be replaced, DOD officials said.

Some retiring personnel are already being issued the new "universal" ID card for retirees. The new card is blue, slightly smaller than the present gray card, and no longer carries the member's fingerprints.

A principal feature of the new retiree card is its "universal" nature. The gray card is varied slightly according to each serv-

ice. The new retiree ID's will all be the same, with the member's service typed in a space on the card. New retiree cards may be issued or renewed at any military facility, regardless of the member's former branch of service.

The new card for reservists remains red but will include Geneva Convention information and will no longer show the reservist's fingerprints.

--Also included in the instruction is a requirement that a copy of each completed form 1172, "Application for Uniformed Services Identification and Privilege Card" (Dependent's ID) be forwarded for inclusion in the DOD Enrollment/Eligibility Reporting System (DEERS).

DEERS, currently being implemented in the Norfolk, VA, area, is a computerized data bank system designed to improve service to dependents while setting up an enrollment list of those entitled by law to use the Defense Health Care System.

New cutters in a class by themselves

The Coast Guard's new "Famous Class" of cutters have some rather large shoes to fill. 901-BEAR is probably the best known; however, all twelve ship's names revived in this new class have historic significance.

902-TAMPA served honorably in WWI and was sunk with all hands.

903-HARRIET LANE fired the first naval shot of the Civil War and eventually fought on both sides.

904-NORTHLAND was an Alaskan cutter that saw duty with the Greenland Patrol in WWII and became Israel's first warship.

905-SENECA was another WWI vessel whose crew tried to save the British ship WELLINGTON after it was torpedoed. Despite tenacious efforts, WELLINGTON was lost.

906-PICKERING fought a notable battle with a French privateer during the Quasi-War with France.

907-ESCANABA was sunk in WWII with only two survivors.

908-LEGARE was the first steam-driven cutter and served in the Mexican War.

909-ARGUS was one of the original ten Revenue Marine cutters.

910-TAHOMA was another Alaskan

cutter that played a role in the Armenian crisis in Turkey in 1909.

911-EIRE protected U.S. interests during the Canadian insurrection in 1838.

912-MCCOLLOCH, another veteran of the Bering Sea, was with Admiral Dewey at Manila Bay during the Spanish American War.

The heart of this new class and the key to its increased capability, will be an advanced electronics system. Tacoma Boatbuilding Corp., of Tacoma, WA, hopes to deliver the first of this class in early 1981.

brief comments



Underway. Four sleek 41-foot patrol craft from Coast Guard RTC Yorktown cut the waters of the York River. The vessels, under the command of instructors from the Boatswain's Mate School, were completing a day of underway training with a student crew. Students at the school receive more than 100 hours of actual hands-on training in small boat operation and navigation during the 12-week school. (Photo by PA1 Bob Schoen, USCG).

A chief by any other name . . .

reprinted from the Commandant's Bulletin

"Seaman Ropes, the list came in. You're being advanced next month."

"Excuse me, Mister Ladders. The message came in last night. You make lieutenant in a week."

Sweet music to the ears, no matter what the lyrics - a promotion. You've already heard speeches about the responsibilities and opportunities that go with a new stripe or chevron. All you can think about is that bigger paycheck and, in some cases, a new name.

It's courtesy that non-rated personnel are known by their last names until they become Petty Officer Last Name, and officers are Mister, Misses or Mrs.'s until they become commanders.

But, chief - there's no mis-

taking those gold chevrons and silver stars, or is there?

A chief is a chief, right? Not really. An E-7 is a chief. When someone rates stars, they deserve the same courtesy in address as a captain does when he becomes an admiral.

You wouldn't call an admiral "Captain". A master chief petty officer carries two stars and deserves to be called "Master Chief__". Same goes for senior chiefs; an E-8 is called "Senior Chief__".

Becoming a chief petty officer is not easy for anybody. Neither is making admiral. When someone's made that accomplishment, they deserve the respect to be addressed properly. Military courtesy out of style? No way!

New pub for retirees

A new publication is available to assist retirees and beneficiaries in locating and receiving medical and dental care at uniformed services facilities. It includes general information concerning categories of eligible individuals and identifies uniformed services facilities that provide medical and dental care.

Copies are available at each district office. In addition, copies will be included in retirement packages furnished prospective retirees.

SBP benefits

outlined

for survivors

SBP retirees and dependents: listen up! According to a new DOD instruction, dependents of deceased Reserve members who would have been entitled to retired pay at age 60 and had previously elected to participate in the Survivor Benefit Plan, will be issued dependents I.D. cards on the date the deceased member would have been 60.

Dependents of a member or a former member who died before reaching age 60, was entitled to retired pay and had elected to participate in SBP, are entitled to medical care under SBP after the date on which the deceased member would have attained age 60.

License practiced here

story and photo by Kim Pickens

You say the One Coast Guard concept isn't working? Well, Virginia's Reserve Unit II Alexandria has been using the One Coast Guard concept for a unique project, and they think it is working, and working well.

The unit's primary mission is LNG transfer monitoring out of Cove Point, MD. (See the May-June '78 issue of the *Reservist*). The unit is also involved in boat inspection.

Last year Unit II found that 50-80 percent of all charter boat operators in their area were operating without licenses. Why? According to PS1 Doug Yeckley, team leader at Unit II, many operators didn't know how to take the tests and had neither the time nor the inclination to complete the necessary paperwork and make the trip north to Baltimore for the test.

Several members of the Alexandria unit recognized the problem and sought a solution. For this they solicited the advice and expertise of Coast Guard auxiliaries who were already familiar with the licensing of charter boat operators. Next, they engaged the cooperation of the active duty licensors at MSO Baltimore. The solution formed was threefold:

1. provide a concentrated program of instruction for charter boat operators, with emphasis on rules of the road.
2. ensure that all paperwork was completed before taking the test.
3. bring the test to the operators as a group, thus saving time and money.

With the CO's encouragement, three reservists from Unit II held the first course this past fall at Patuxent Naval Air Station, MD. Along with Yeckley, a D.C. police sergeant, they were: PS1 Rand Gaber, a Fairfax County fireman, and BM3 Dale Rausch, a merchant marine school instructor.

Three Coast Guard auxiliaries, John Johnson, William Snyder, and Ed Early, plus Naval reservist QM3 Fred Bawles, taught the course over two weekends. Two weeks later, licensors from MSO Baltimore administered the test at Patuxent.

Of 56 charter boat operators who requested in-

formation about the course, 43 showed up for the first class. Thirty-four persons completed the class, but only 23 were actually able to take the test.

The test itself is very demanding. Each section of the test must be passed before the operator can be licensed. The Rules of the Road section consists of 20 questions and requires a 90 percent. Only eight of the operators passed.

A licensor from MSO Baltimore goes over the test with a charter boat operator. The test was extremely difficult, despite intensive instruction and study.



Was it worth all that effort? The reservists seem to think so. Observes Yeckley: "I think the public relations for the Coast Guard is enough to say it's worth it."

The group is now in the process of evaluating the program for improvement. Their plan is to hold the course twice a year at various COTPs in the state. Through the coordinated efforts of reservists, auxiliaries and active duty personnel, charter boat operators in the Chesapeake area find it a little bit easier to get their licenses.



These photos are from my scrapbook. The area around Kodiak is beautiful.

The Alaskan Ex

story and photos by LT H

Sunday, 29 July 1979—Five Reserve officers deplane in Kodiak, Alaska. The five have volunteered for Special Active Duty for Training (SADT) to perform a comprehensive, independent audit of Coast Guard Non-Appropriated Fund Activities (NAFA).

A relatively new concept, such audits could serve the dual purpose of providing challenging active duty assignments for reservists while giving the NAFAs superior audits.

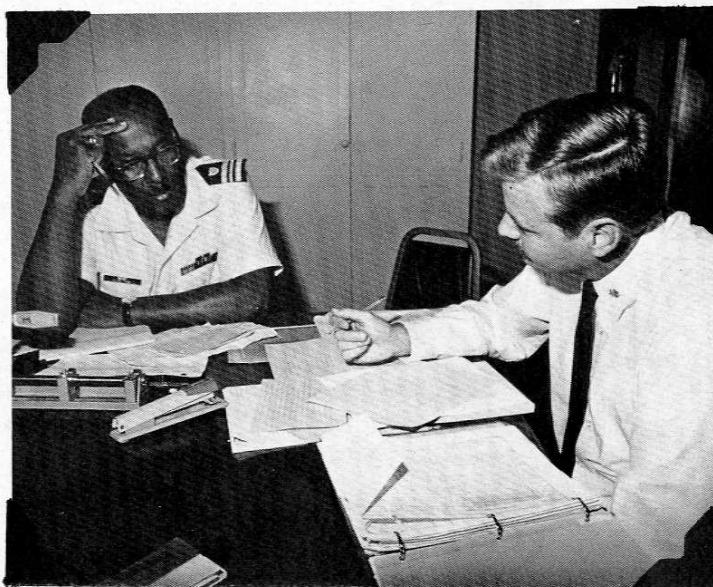
This audit team includes CPA's and auditors from public accounting, private industry and government agencies.

The Kodiak Island group lies in the Gulf of Alaska, and is famous for its Kodiak Brown Bear and King Crab. Kodiak's NAFA is one of the largest in the Coast Guard. It serves 2,600 military and dependent people, the largest concentration of Coast Guardsmen in Alaska.

The team leader for this assignment is LCDR Tom Wade (CGRU Panama City, FL). Members include: LCDR Ernest T. Maxey (CGRU Chicago),



That's me looking out from high atop Pillar Mountain. Climbing to the top was one of the highlights of this trip.



LCDR Ernest Maxey (left) and LCDR Tom Wade sort through tons of paperwork.

Experience - Reserve style

Howard Silverman, USCGR

LCDR Ralph B. Larsen (Senior Advisor Group 12th District), LT Hugh Donald Wear II (CGRU Grand Rapids) and LT Howard Silverman (VTU Milwaukee). CGD17 (fbr) sends auditor Bill Shields as a district representative to join the group.

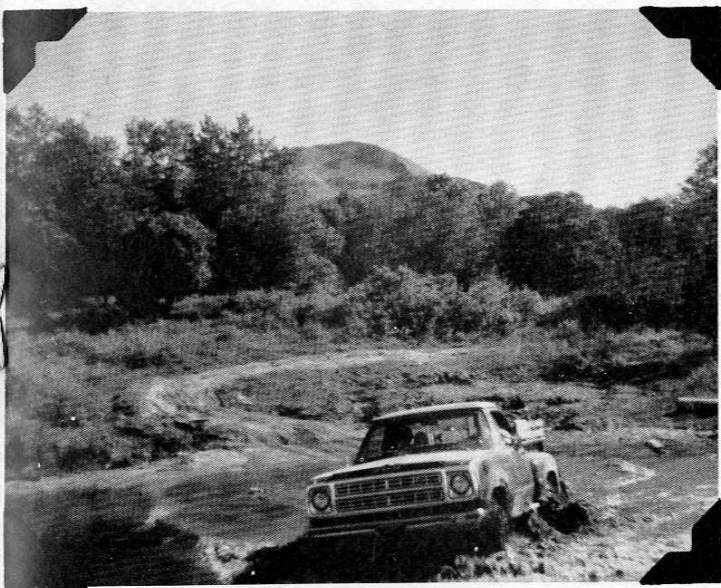
Their tools include CG-146 NAFA Manual, CG-207-4 Special Services Manual, fishing rods, hiking shoes, cameras and plenty of film.

The audit involves a lot of hard work with occasional evening meetings that lead into night work sessions. It includes such diverse activities as counting cash, observing inventories of Pampers, researching invoices of handmade Alaskan native jewelry, inspecting physical properties and analyzing trend ratios.

The hard work is balanced with a lot of exciting weekend fun. Salmon fishing to the limit. Climbing 2,600-foot Mt. Leumi by Chiniak Bay - then sliding back down it. Taking a 13-mile hike to Saitery Bay and back. Viewing both the base

and Kodiak city from high atop "Pillar Mountain." Aiding the catch of a six and a half-foot, 184-pound halibut. Watching the sun rise at 4:00 a.m. and set at 10:00 p.m., the mountains and the sea its backdrop. The awe-inspiring scene of white-tailed deer on the run. This is the Alaskan experience.

Saturday, 1 September 1979 -- Their SADT ended, the five reservists board a plane to leave the land of the Kodiak bear and giant King Crab. There is a saying about Kodiak Island: "It's not the end of the world, but you can see it from here." Somehow, that says it all.



Our truck made it out of this water hole -- after a \$100 tow job!



What a view!

***"By the time I was dating,
some of the boys were
asking me to help them work
on their cars."***



Gretchen Kohl's civilian position involves executive decisions. . .

Woman engineers career change

story and photos by PA1 Bob Borden, USCGR

While Gretchen Kohl was still in high school, her high school counselor told her she'd make a great auto mechanic, based upon her high aptitude for engineering.

The counselor's remark, though partly made in jest, horrified Gretchen's mother, so Gretchen moved into the more traditional jobs women have occupied, eventually becoming an administrative executive with the federal government.

The Coast Guard, though, is allowing Gretchen to move into a field for which she's always been qualified - engineering.

Gretchen, a member of Vessel Augmentation, Reserve Unit San Francisco, and an SK3 her first two years in the Coast Guard Reserve, is now in the process of changing her rate from storekeeper to machinery technician, a critical rate in the Coast Guard and one in which few females now serve.

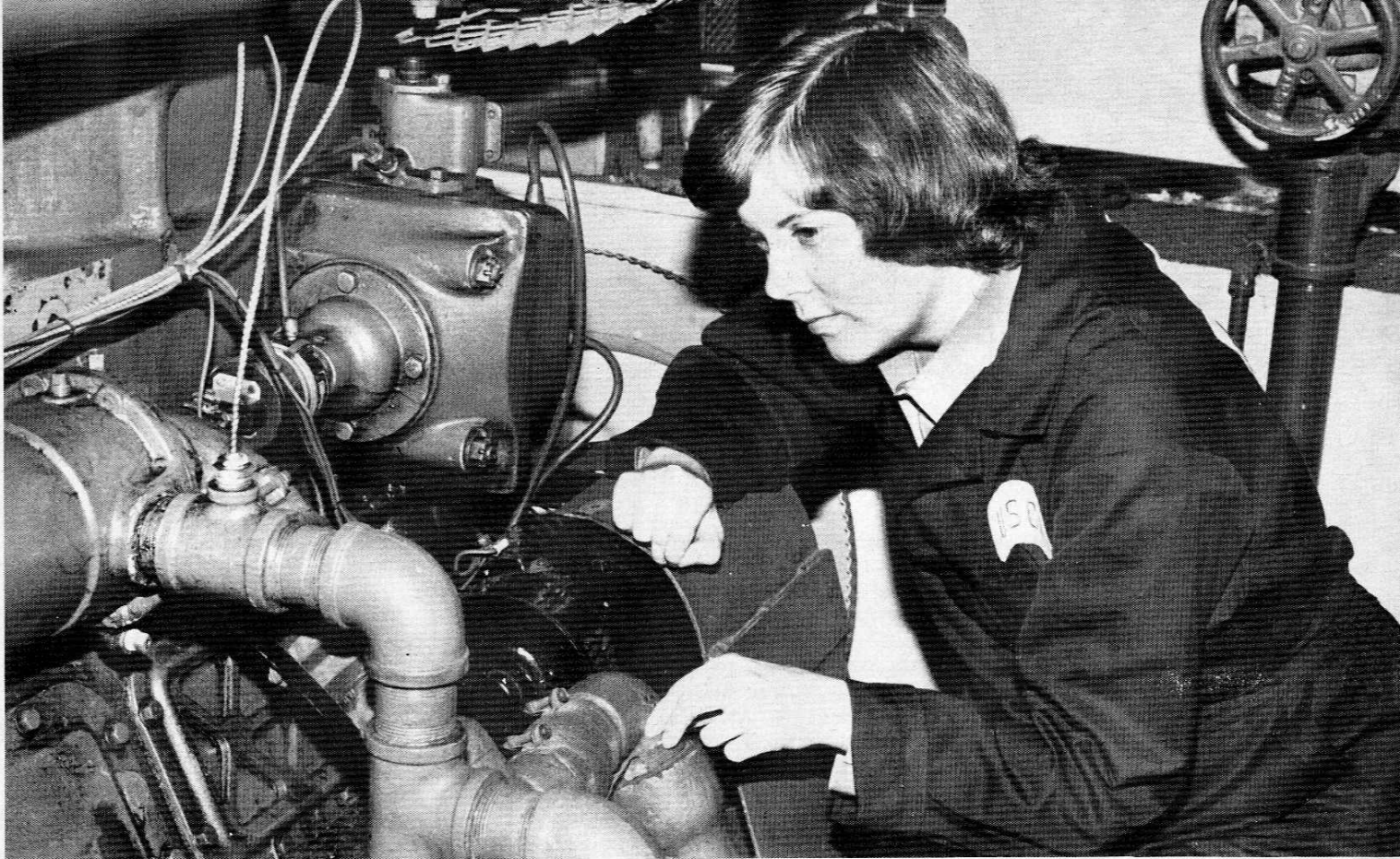
The Coast Guard, which has taken the lead over the other uniformed services in removing restric-

tions based solely on sex in the training, assignment and career opportunities of its personnel, is now allowing women to train for ratings from which they have been excluded in the past.

The policy change couldn't have come at a better time, as far as Gretchen is concerned. Last winter, she became the second female ever to have completed the two-week MK school at Alameda, where she was one of the top students in her class.

Although initially a storekeeper, Gretchen decided if she was going to stay in the Coast Guard Reserve, she should get into a field in which she had a strong interest. The job of a machinery technician was a position that attracted her attention.

"After passing my requirements, I requested and was granted permission to lateral into a new rating," says the tall, brown-eyed brunette. "I looked into all the ratings available and selected the MK rate as one that I knew some-



...while her Coast Guard job allows her to solve problems of a different nature.

thing about. It was a field I had an aptitude for. I also knew there was a shortage of qualified personnel for the rating."

Gretchen, who says her Coast Guard job is a pleasant and relaxing break from the pressures and responsibilities of her position with the regional office of the Department of Health, Education and Welfare in San Francisco, is happy to note she has been accepted into the Vessel Augmentation Unit without any problems.

Along with the rest of her crewmates of the unit, Gretchen repairs greasy machinery and loves every minute of it.

"I'm getting good training, building up for my retirement and meeting new and interesting people," she says.

If Gretchen isn't repairing gaskets for valve covers on the MORGENTHAU, she's probably re-assembling exhaust manifold systems on the MIDGETT or perhaps repacking pump bearings on the RUSH.

As an only child and the daughter of a civilian Navy pipefitter, Gretchen's aptitude for engi-

neering was enhanced by hours spent tinkering with her father's garage tools.

"By the time I was dating," she says with a smile, "some of the boys were asking me to help them work on their cars."

Gretchen, who used to commute to work on a motorcycle, still tunes up and performs minor repairs on her own car.

And today, Gretchen is happy to report, her parents are pleased that she's a member of the Coast Guard Reserve and she adds, "they are proud and amused at my job as a mechanic."

Gretchen was recruited into the Coast Guard three years ago by her supervisor at HEW, LTjg Sharon Armstrong, who now serves as Vessel Augmentation's training officer.

When the two women meet with other government executives at regular Monday morning meetings, Gretchen is always the easy one to spot.

"I'm the one with grease under my fingernails," she blushes, received from her other job with the Coast Guard Reserve.

Meet the 12th's finest!



Master Chief Robert Gari, USCGR

story and photo by PA2 Marshall Berman, USCGR

DCCM Robert Gari was recently named the 1979 Reserve Coast Guard Enlisted Man of the Year in the 12th District. The award was presented by the Oakland Navy League.

Gari, a member of the Vessel Augmentation Unit at Yerba Buena Island in San Francisco, received the award after a year that saw him spend a great deal of time and energy in getting Airstation Sacramento ready for occupation. This was old hat to the Chief, who over the years has been "Master Builder," supervising construction of Coast Guard buildings at stations Alameda, Petaluma, Lake Tahoe, San Luis Obispo, Airstation San Francisco and numerous other projects. In addition, he has served as supervisor of Coast Guard ship maintenance and repair, enlisted advisor for the District and instructor/administrator for the Damage Control Advanced school at Training Center Alameda.

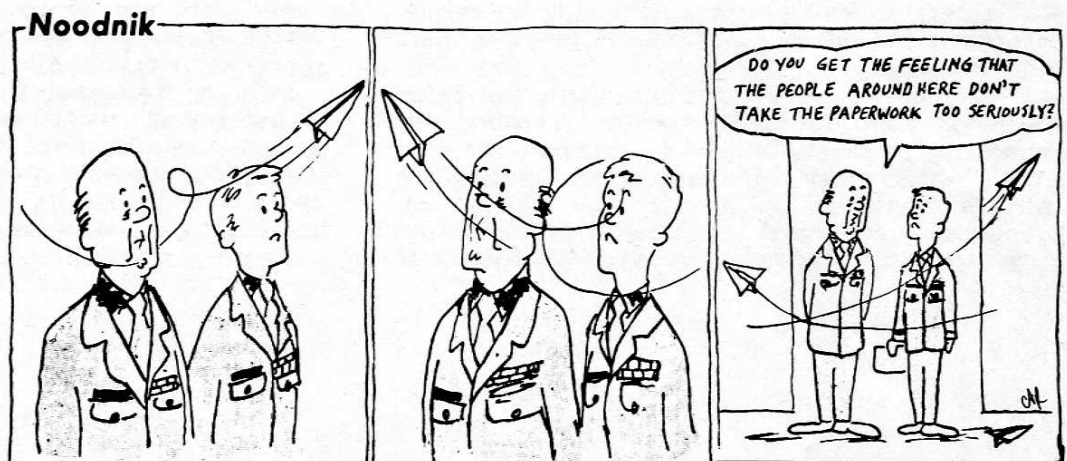
"The Chief is resourceful and dedicated," said Gari's commanding officer, LCDR Carl Travoto. "This is extremely important in damage control. Furthermore, he's one of the most well-liked and respected men around." This point is backed by the fact that Gari's crew has T-shirts made with "Gari's Gorillas" printed on the front in order to exemplify their feelings for their leader.

At home, Chief Gari's enthusiasm has resulted in his recruiting two of his sons and one daughter into the Coast Guard Reserve. The latter, YN3 Linn Violet, is a member of Gari's unit. Without coincidence, she was assigned to type the letter of recommendation for her dad under oath that she would not utter a word until the recipient was named. Successfully, Gari was taken by surprise when he was notified.

Out of uniform, Gari begins his civilian work day at 5 a.m. as the Dean of Business Communications and Technology at Cosumnes River College in Sacramento, CA. "I thrive on work," says Gari, who is also the Faculty Senate president, environmental design instructor and in charge of the Community Day Planning Committee at the college.

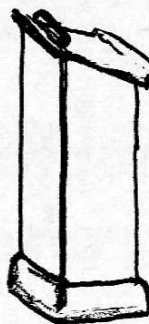
Off campus, Gari is a private building contractor and the owner of a hardware store. He and his wife, Lois, have a permanent home at Lake Tahoe which is conducive to his well-deserved pastime of hiking and skiing.

Chief Robert Gari has been called competent, respected, resourceful, dedicated, patient and hard-working. This year, however, the people in the 12th District call him "The Man of the Year."



Reserve update:

where we stand



by LT Tom Philpott , USCGR

More young recruits and improved mobilization plans are among the major goals of the U.S. Coast Guard Reserve in the coming months, says Rear Admiral Sidney B. Vaughn, Jr.

The new Chief of the Coast Guard Reserve outlined the strengths and weaknesses of the USCGR program recently in remarks made before the Volunteer Training Unit Washington.

"The USCGR is one of the finest Reserve organizations in the world," Vaughn said. "Wherever I go, I see Coast Guard Reservists doing things above and beyond the call of duty. It's a pleasure to be associated with such dedicated, talented folks."

Vaughn told the VTU members that augmentation "is the best thing that ever happened to the Coast Guard Reserve," moving personnel out of the classrooms to work regularly alongside the active forces.

"However," he added, "augmentation provides only one part of the total training package, and must be balanced with formal mobilization training."

"Obviously, augmentation provides excellent rate training and provides a great service to the active forces. However, there are many who augment in one mission area while having a mobilization assignment in a different one. This creates some training problems for us. For example, just because a member is a qualified SAR coxswain doesn't mean that he is qualified to coxswain a boat involved in port safety operations."

"Formal mobilization training is essential to bridging this gap between the skills necessary at the augmentation unit and those required at the mobilization unit. We're falling about 25 percent short of meeting our current standards for formal mobilization training. This is of great concern to me."

"Operation Gulf, a port security mobilization exercise held last year at a Gulf port, vividly showed the need for more mobilization training," Vaughn continued. "It was slated to be an opera-

tional exercise, but when the almost 200 reservists reported to their mobilization unit, it quickly became apparent that they were not ready to operate, but required additional training. Interestingly, most of those involved in "Operation Gulf" augmented in mission areas other than port security," Vaughn said.

"Operation Gulf" results also indicated that units need to learn more about their mobilization sites, the Chief of Reserve remarked.

"A reservist who's going to mobilize somewhere should at least know what the place looks like, what the harbor looks like.... It also seems to me that we have some units in the wrong place. Some units have to mobilize hundreds of miles from where they drill. For example a Washington, D.C., unit must report to Georgia. Many people will have great difficulty in getting to their mobilization units 600 or 700 miles away."

Vaughn noted that a revised Commandant Instruction on readiness evaluations requires units to prepare more detailed and comprehensive mobilization plans. "Too few regular units now have adequate plans addressing duties, berthing and messing, and other logistical matters necessary to effectively absorb reservists reporting to them upon mobilization."

Discussing Reserve personnel strength, Vaughn said that, for the first time in almost three years, the Selected Reserve total is up to its authorized strength of 11,700 members. The personnel mix, however, does not match actual requirements.

"Currently we are over strength in officers and under strength in enlisted personnel," he said, adding that too many members, 62 percent, are prior-service personnel. Vaughn said the ideal proportion of new recruits and prior service members is 50-50.

A new Reserve recruiting program soon will offer a shorter initial active duty period combined with immediate augmentation training. Vaughn said the new RY program should improve recruiting of younger members.

And the band non-marches on

It is the kind of Sunday afternoon depicted in a Norman Rockwell print. The tiny sun-drenched park in Sausalito begins to fill with leisure strollers and a fair share of picnic baskets.

Perched in a corner stands a many-sided white gazebo, decked with multi-colored balloons and red, white and blue crepe paper. A billboard that hangs on the eaves boldly proclaims: "Las Gallinas Valley Sanitary District Non-Marching Band." In front of the bandstand the band members busily tune their instruments.

A hush arises as the Master of Ceremonies, Dan Williams, known to Reserve Coast Guardsmen as CDR Dan Williams, steps up to the podium for the opening remarks. "Good afternoon, ladies and gents," he beams. "How thankful we are to be in this most beautiful setting today. We hope to enhance that beauty a bit with a few of our favorite Sunday afternoon selections. So, sit back and enjoy yourselves."

Williams returns to his seat and readies himself with his baritone horn. The music commences with a melancholy piece from "Porgy and Bess." Some of the listeners are lulled, while others are beckoned closer. The musical recital begins in earnest.

Williams, who enlisted in the Coast Guard in

1946, is the Commanding Officer of Reserve Unit 12-83813 in San Francisco. His music career began in 1943 when he played the horn in high school. "After school, I put the horn down and didn't pick it up for 25 years until I became interested in the Non-Marching Band. Before I knew it, the old touch had returned," recalls Williams.

During the concert, Williams tells the crowd how the band got its name. "In addition to our love of music, the band members all reside in the same sanitary district. This, coupled with the fact that some of us are too old to march, gave us our endearing title," says Williams in jest. The concert continues with "King Cotton at the Minstrel Show" and a myriad of other old-time pieces.

The band performs five to seven concerts per year. This type of schedule requires Williams and the other members to attend a weekly two hour practice session. Rehearsals and concerts include a repertoire of tunes from marches to rock numbers.

Williams returns to the microphone. "As you can see, we are truly a potpourri of society playing for you a potpourri of American music," he says, referring to the broad lifestyles of the band members, who range in age from 19 to 87 years and touch a wide span of civilian occupations.

As the afternoon shadows begin to stretch across the part, the concert closes with "Drunken Sailor," "Stars and Stripes Forever" and a hearty encore.

The last note sounds and the satisfied crowd thanks the band with a robust round of applause. William's smile spells the way he feels about this particular concert. It has been a day well spent for this man who fills his spare time by blowing his horn.



**story and
photo by
PA2 Marshall
Berman, USCGR**

(left): CDR Dan Williams
reflects on his horn

opportunities

SK2 or SK1 for six months in support of CCGD8(f), at CG Eighth District, New Orleans, LA.

E-4 to O-5, with experience in ADP and data base management, for 180 days in support of Automated Real Property Information System in G-FLP, Coast Guard Headquarters, Washington, D.C.

SK3 to SKCM with Reserve pay experience for 120 days in G-FPS, USCG Headquarters, Washington, D.C. CWO(F&S) will also be considered.

YN3 to YN1 for 120 days in support of RPMIS in G-RA, USCG Headquarters, Washington, D.C.

E-4 to O-4 with background in Basic and/or Fortran for 30 to 90 days in COMPACAREA, San Francisco, CA.

E-5 to E-9, YN or SK, with word processor experience for 45 days in support of A(ol), Governors Island, New York, NY.

Apply for any of these SADT positions by submitting a Request For Active Duty for Training (Form CG-3453) to Commandant (G-RT) via your chain of command.

Selectees announced

A selection board was recently Vandenberg AFB, CA, OCT/NOV 80 held at Coast Guard Headquarters (Dates to be announced):

to determine attendance at War CDR M.T. Brock
and Staff College ADT Courses for CDR A. Haro

Fiscal Year 1980. Each course is held in conjunction with a full-time War or Staff College, and provides a unique opportunity for inter-service cooperation.

Although most courses are designed for the senior Reserve officer, some are open to junior officers at the lieutenant level. All eligible officers are encouraged to apply in the future for what is considered to be a career enhancing period of ADT. This year's selections by school are:

Reserve Components Defense Strategy Course, National Defense University, Washington, D.C., 15-27 June 1980

Primary Selectees:

CAPT M.S. Baskin
CAPT T.M. Bader
CAPT R.G. Frame
CDR J.G. Donovan
LCDR D.C. Arnold
LCDR H.T. Meneely
CDR J.M. Bohunsky

Alternate Selectees:

CDR R.D. Markoff
LCDR H.L. Smith

Reserve Components National Security Course

Primary Selectees, Fort Bragg, NC, 18-29 February 1980:

CDR P.O. Larson
CDR J.F. Baroco
CDR R. Gamble
CDR J.A. Jamieson

Jacksonville, FL, 12-23 May 1980:

CDR P.L. Adair
CAPT Z.A. Zellner
CDR M.J. Schmidt
CDR M.H. Odom
CDR V.G. Dipasqua
CDR R.H. Crawford
CAPT E.C. Bryant
CDR D.A. Treffs

Senior Reserve Officer Defense Economics Course, Naval War College Newport, RI, 28 Apr-10 May 1980

Primary Selectees:

CDR J.N. Shrader
CDR R.G. Grimmer
CDR M.C. Rosenfield
CDR H.Y. Char
CDR R.L. Oberndorf

Alternate Selectee:

CDR O.F. Frazee

Junior Reserve Officers Defense Economics Course, Naval War College, Newport, RI, 2-14 JUN 1980

Primary Selectees:

LT A.R. Shoaff
LCDR A.K. Tingquist
LCDR W. A. Schmidlin
LT M.J. Perper
LCDR R.A. Locke

Alternate Selectees:

LT K.D. Tucker
LT D.S. Kelley
LCDR R.W. Parsons

Reserve Officer Orientation Course, Armed Forces Staff College, Norfolk, VA

Primary Selectees, 9-21 Mar 1980:

LCDR P.L. Maier
CDR B.C. Taylor

Primary Selectees, Sep 80 (Dates to be announced):

LCDR C.M. Drexler
LCDR T.R. Skaife

Alternate Selectees (For both convenings):

LCDR F. E. Trotto
LCDR L.J. Arnold
LCDR F.E. Barthe
LCDR E.H. Bonekamper

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